

**LISTING OF THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in the application:

1-22. (canceled)

23. (currently amended) A gearbox module comprising: a gearbox input and at least one gearbox output[[]] , a starting element coupled to the gearbox input and being hydrodynamic, the starting element having an input and an output that can be connected ~~coupled~~ ~~at least indirectly~~ to the gearbox output; a gearshifting device comprising at least two inputs and one output connectable to the gearbox output; a first input of the gearshifting device connected to the output of the starting element and a second input of the gearshifting device connected to the input of the starting element; wherein each of the first and second inputs of the gearshifting device can be selectively connected via a synchronously shiftable coupling to the output of the gearshifting device to producing ~~produce~~ a first power branch and a second power branch, wherein the synchronously shiftable coupling enables power to flow via the power branches ~~respectively~~ alone or jointly in a closed state.

24. (currently amended) The gearbox module according to claim 23, wherein the output of the gearshifting device is connected via at least one rpm/torque converting device to the gearbox output in order to produce at least one gear step, wherein the at least one rpm/torque converting device comprises a plurality of shifting elements.

25. (currently amended) The gearbox module according to claim 24, wherein each one of the plurality of the ~~the~~ shifting elements of the

rpm/torque converting device ~~that~~ can be actuated for producing the individual gear steps and is ~~are~~ designed as a synchronously shiftable coupling[[s]].

26. (currently amended) The gearbox module according to claim 23, wherein ~~all switched gears~~ the gearshifting device is ~~are~~ free of any power transmission subject to slip.

27. (previously presented) The gearbox module according to claim 25, wherein the synchronously shiftable coupling is designed as a positively locking clutch.

28. (currently amended) The gearbox module according to claim 25, wherein the synchronously ~~individual~~ shiftable coupling[[s]] is a ~~are~~ claw clutch[[es]].

29. (currently amended) The gearbox module according to claim 23, wherein the ~~two~~ first and second power branches are arranged at least partially parallel to each other and, over a portion, parallel to the starting element.

30. (currently amended) The gearbox module according to claim 29, wherein the gearshifting device comprises two back gears, a first back gear that can be connected to the one output of the starting element in a rotationally fixed manner and a second back gear that can be connected to the input of the starting element in a rotationally fixed manner and that is free of any rotationally fixed coupling to the output of the starting element; the first back gear and the second back gear are each connected via at least one back-gear shaft to a back gear that is connected to the output of the gearshifting device in a rotationally fixed manner; the

synchronously shiftable coupling of each of the first and second power branches is arranged ~~here~~ at one of ~~the points~~ (a)-(c): (a) the connection of the first or second back gear to the output or the input of the starting element; (b) the coupling of the first ~~and/or~~ second back gear to the respective back-gear shaft; (c) the coupling of the first or second back gear, connected to the output, to the respective back-gear shaft; the coupling of the back gear connected to the one output.

31. (currently amended) The gearbox module according to claim 30, wherein the back gear of the respective first or second power branches coupled to the one output of the gearshifting device can also be brought into connection with the back-gear shaft of the other ~~respective~~ first or second power branches.

32. (previously presented) The gearbox module according to claim 30, wherein the individual back gears are designed as spur gear steps.

33. (currently amended) The gearbox module according to claim 30, wherein in the axial direction as viewed between the gearbox input and the gearbox output, the two back gears coupled to the output are spatially disposed behind the first and second back gears and the synchronously shiftable couplings associated with the ~~individual~~ first and second power branches each serve for connecting the two back gears, connected to the output, to the back-gear shaft.

34. (previously presented) The gearbox module according to claim 30, wherein the first and second back gears are arranged coaxially and parallel to each other in the axial direction.

35. (currently amended) The gearbox module according to claim 34, wherein the back-gear shaft of one of the ~~two~~ first and second power branches is a hollow shaft, through which the back-gear shaft of the other ~~respective~~ of the first and second power branches is passed.

36. (currently amended) The gearbox module according to claim 35, wherein two shiftable couplings of the ~~two~~ first and second power branches are arranged coaxially to each other and each serve to connect the back-gear shafts to the back gear[[s]] that can be coupled to the output of the gearshifting device.

37. (currently amended) The gearbox module according to claim 35, wherein in the axial direction, the second back gear is arranged behind the first back gear and the ~~two~~ back gears of each of the first and second power branches that can be coupled to the output of the gearshifting device are arranged after the first and second back gears.

38. (previously presented) The gearbox module according to claim 23, wherein between the gearbox input in the direction of power flow outside of the power branch and the output of the gearshifting device is a synchronously shiftable coupling that enables a direct through-drive between the gearbox input and the gearbox output.

39. (currently amended) The gearbox module according to claim 24, wherein the gear ratios of the rpm/torque converting units arranged in the ~~individual~~ first and second power branches are substantially equal.

40. (currently amended) The gearbox module according to claim 24, wherein the gear ratios of the rpm/torque converting units arranged in the ~~individual~~ first and second power branches are different.

41. (previously presented) The gearbox module according to claim 24, wherein the rpm/torque converting device arranged after the gearshifting device is constructed in a back-gear design and is connected via the second back-gear shaft of the second power branch to the gearbox output with the formation of the output of the gearshifting device.

42. (previously presented) The gearbox module according to claim 23, wherein the hydrodynamic component is designed as a hydrodynamic clutch comprising a primary wheel and a secondary wheel, which is free of a guide wheel.

43. (previously presented) The gearbox module according to claim 23, wherein the hydrodynamic component is constructed as a hydrodynamic rpm/torque converter.

44. (currently amended) The gearbox module according to claim 42, ~~wherein~~ further comprising a braking device is operably connected with the output of the starting element and serves for holding in place the secondary wheel and makes possible a support of the primary wheel ~~on it~~.